The fourth volume of the Bankside Shakespeare contains the play of "Troilus and Cressida," the layers' text of 1609 being printed in parallel olumns with the Heminges and Condell text of 1623. The introduction, by Mr. Appleton Morgan, touches the question whether the play held the stage in Shakespeare's time, or was printed with his concurrence. Mr. Morgan reaches the conclusion that the play was a failure when it was first produced, and that probably Shakespeare laid it aside and troubled himself little about it thereafter. The evidence upon which this theory rests appears to us none of the strongest; in fact, are inclined to regard the view as more than a little fanciful. The introduction, nevertheless, is interesting, for it is the vehicle of an energetic well-reasoned assault upon the Baconians, whom Mr. Morgan attacks in a vital point by analyzing their argument drawn from the existparallelisms" between Shakespeare and Racon. It is true he is not the first to point it out, but it cannot be pointed out too often, so ong as such heresies survive, that these alleged parallelisms are really only evidence of the con-temporaneousness of the writers. Shakespeare and Bacon lived at the same time, spoke the same nguage, breathed the same literary atmosphere, ard, received and used the same general ideas, and, in short, were influenced by their environment as everybody is always and everywhere.

Mr. Donnelly has exposed the folly of the " parllelism" argument more fully than any of his school, in claiming for Bacon not only the authorship of Shakespeare's plays, but that of the works of most of the other Elizabethan and Jacobean playwrights, of Montaigne, Burton, and in fact, all e writers of note belonging to the period. It is clear that, as Mr. Morgan puts it, "What the Baconians are pleased to call 'Bacon' is simply the classical English prose of Bacon's date. When they find this prose in Marlowe, Shakespeare, Burton, Massinger, Webster, etc., they cry, 'Behold Bacon!' But they might equally cry: 'Behold classical English!'-the only English that has survived from those sporadic days." This is a truth which should be obvious, but the Baconians we never been capable of appreciating obvious truths, or they would not be Baconians. Mr. Morgan does not convince us that "Troilus and sida" was a stage failure, but we thank him nevertheless for his lively introduction to the play-which is printed with the care we have earned to look for in this valuable edition of

MY COUSIN, MISS CINDERELLA. By Leon de Tinseau. Translated by E. W. Naylor. 16mo, pp. 179. D. Appleton & Co. AUNT SALLY'S BOY JACK. By N. J. W. LeCato. 12mo, pp. 70. Belford, Clarks & Co.

M. Leon de Tinseau writes charmingly, and Mr. Naylor has faithfully translated his pretty idyllic story of "Ma Cousine Pot-au-Feu"-which is somewhat too freely rendered "My Cousin Cinderella." It is an episode of life in a venerable French chateau, in-It is an habited by a family of old nobles who maintain the ways and domestic customs of the "ancien regime." whole narrative constitutes only a short story, but it is admirably told, and full of power and tender

"Aunt Sally's Boy Jack" takes the reader to the new South, and requires him to believe that reconstruction has after all not struck very deep. The interest centres in a lad who, being thought to have negro blood in his veins, is "kept down" by all the older white people of the neighborhood, but who in the end proves to be white, and is of course thereupon accepted by those who have snubbed him all his life. It is rather crowded with incidents—a mistake in so short a tale-but it is spiritedly written, and with sympathy.

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Hart, N. A.; Mr. David Johnson, N. A.

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Givil Engineering, Chemistry, Architecture, Classics,
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Proposals.

PROPOSALS FOR ANNUAL SUPPLIES

FOR THE U. S. MARINE CORPS, HEADQUARTERS U. S. MARINE CORPS, CUARTERMASTER'S OFFICE, WASHINGTON, D. C., April 3, 1889.—
SEALED PROPOSALS in duplicate will be received at
this office until 12 o'clock m. of the 8th day of May next for furnishing RATIONS, and until 12 o'clock m. of the 8th day of May next for furnishing FORAGE, to the United States Marine Corps, at one or
more of the fellowing stations, from the 1st July, 1889, to the 36th June, 1890, viz. PORTSMOUTH, N. H.,
CHARLESTOWN, MASS., BROOKLYN, N. Y., ANNAPOLIS, MD., WASHINGTON, D. C. MORDLK, VA.,
PENF, JOLA, PLA, and MARE ISLAND, and SAN
PRASE OLA, WASHINGTON, D. C. MORDLK, VA.
PENF, JOLA, PLA, and MARE ISLAND, and SAN
PRASE SCO., CAL. Sealed proposals will also be received: at this office until 12.
Stores, Brooms, Brushes, &c., to be consisting of Cloths,
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Sealed proposals will also be received at this office until 12
Scaled Rooms, Brushes, &c., to be delivered at the office until 12
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Scaled Rooms, Brushes, &c., to be delivered at the office of the
STATIONERY, to be delivered at this office on the 18
STATIONERY, to be delivered at this office on the 18
STATIONERY, to be delivered at the office of the
Quartermaster, Washington, D. C., and Assistant Q

and place of delivery. They should be indorsed "Proposals for Rations, Fuel, Forage, Supplies, or Stationery," as the case may be, and addressed to Major H. B. LOWRY. Quartermaster U. S. Marine Corps, Washington, D. C.

PROPOSALS FOR INDIAN SUPPLIES AND TRANSPORTATION.—DEPARTMENT, OF THE INTERIOR, Odice of Indian Affairs, Washington, March 25, 1889.—Sealed proposals indorsed "Proposals for Beef, (bids for Beef must be submitted in separate cuvelopes), Bacon, Flour, Clething, or Transportation, ct.," (as the case may be), and directed to the Commissioner of Indian Affairs, Nos. 35 and 37 Weoster-t. New-York, will be received until 1 p. in. of Tuesday, April 23, 1889, for furnishing the Indian service about 906,000 pounds Bacon, 34,000,000 pounds Beef on the hoof, 1,600,000 pounds net Beef, 276,000 pounds Beans, 71,000 pounds Edeling Power, 500,000 pounds Corn, 477,000 pounds Coffee, 8,600,000 pounds Hominy, 28,000 pounds Lard, 871 barrels Meas Pork, 17,000 pounds Soap, 290,000 pounds Oata, 102,000 pounds Rominy, 28,000 pounds Tea, 340,000 pounds Salt, 230,000 pounds Soap, 290,000 pounds Sugar, and 28,000 pounds Wheat. Also, Rankets, Woolen and Cotten Goods, (consisting in part of Ticking, 25,000 yards; Standard Calleo, 100,000 yards; Brewn Sheeting, 27,000 yards; Gingkam, 28,000 yards; Brewn Sheeting, 28,000 yards; Gingkam, 28,000 yards; Brewn Sheeting, 28,000 yards; Chevice, 12,000 yards

PROPOSALS FOR STATIONERY.—War De PROPOSALS FOR STATIONER I.—Wall Department, April 2, 1889.—Sealed preposals (in duplicate) will be received at this office until 1 o'clock p. m. Worknesday May 15, 1889, for furnishing Stalionery for the War Department and its Bureaus in Washington during the facal year ending June 30, 1890. Blank forms of proposals, showing the items and estimated quantities required together with circular relating thereto, will be furnished on application to this office. Bids will be considered on each item separately. Proposals must be addressed to the undersigned, indorsed on the outside of the envelope. "Proposals for Stationery."

M. R. THORP, Chief, Supply Division.

M. R. THORP, Chief, Supply Division.

GOVERNOR'S ISLAND, N. Y., April 15, 1889.—Sealed proposals, in triplicate, subject to usual conditions, will be received until 10 s. m. May 15, 1880, for the necessary printing for Division Headquarters during the fiscel year commencing July 1, 1889. All information can be had at this office. The U.S. reservée the right to reject any o all proposals. Envelopes containing proposals should be marked "Proposals for Printing," and addressed to undersigned. J. H. LORD, Captain and Assistant Quartermaster, U. S. A.

master, U. S. A.

GOVERNOR'S ISLAND, N. Y., April 15, 1899.—Scaled proposals, in triplicate, subject to usually conditions, with be received until 10 a. m. May 15, 1880, for supplying during fiscal year, commencing July 1st, 1899, such and gas required in barge office on the Bestlery, N. Y. City; also water for use of Governor's Island by pipe crossing Buttermitt Channel, or in case of section to pipe by water boat. The U. S. reserves the right to reject any or all proposals. All information can be obtained at this office. Envelopes containing proposals should be marked "Proposals for Water or Gas"—as the case may be—and addressed to undersigned. J. H. LORD, Captain and Andetant Quartermaster, U. S. A.

Public Notice.

SOUTHLEN DISTRICT OF NEW-YORK, as.—The President of the United States of America to the Marshal of the Southern District of New-York greeting; Whereas a libel and petition has been filed his blatrict for Aw-York, on the lith day of Pohrusty, in the year of our Lord, one thousand eight hundred and eleghty-nine, my the pennsylvania Enlined Cemicany, owners of the steamburg and markitime, concerning the loss destruction, and and markitime, concerning the loss destruction, and the said steamburg Hordentown, on or about the 24th day of November, 1886, for the reasons and causes in the said libel and petition mentioned, and prayling the loss of the best of the best of the said court, and make due proof studied to appear before the said Court, and make due proof of their respective claims, and all precondings being had (that if it shall appear that the said all petitions and injury, it may be so inally decreed by this Court), and otherwise that the amount of such of the stipulations for the values of said steaming as may be proper, after payment of costs and expenses, shall be divided for relations for the values of said steaming as may be proper, after payment of costs and expenses, shall be divided for relations for the values of said steaming as may be related to the said court, and otherwise that the amount of such of the situations for the values of said steaming as may be proper, after payment of costs and expenses, shall be divided for rata among the several claims. You are increased for my loss destruction, damage or injury occasions of the relationship of the values of said steaming and expenses, shall be divided for rata among the several claims. You are increased for my loss destruction, damage or injury occasions and court and make due proof of their respective of this Court, at the City of New-York, in the forenoun. And what you shall have done in the forenoun. And what you shall knyl door in the forenoun. And what you shall knyl door in the forenoun. And what you shall knyl door in the forenoun. And when

(L. S.)

Olerk.

BIDDLE & WARD,
Proteirs for petitioners, 150 Broadway, New-York City.
In pursuance of a certain monitien under the seal of
the District Court of the United States for the Seulaem
District of New-York, of which the firegoing is a coar, I
do hereby cite all persons citeming damages for any loss,
descruction, damage or injury occasioned by the disaster
by the streamings. Borden, the states of the streaming to the streaming damages for any loss,
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United States Court and Fees Office Bushes, of United States Court and East Office Bushes, of the control of the court of

CENTRAL RAILROAD OF NEW-JERSEY.
FOOT OF LIBERTY-ST., NORTH RIVER.
Time Table of March 10, 1889.
4:00 a.m. for Easton, Beshichem, Allentown, Mauch Chunk, Rending, Harrisburg, etc.
7:00 a.m. for Flemington, Easton, Bethichem, Allentown, Mauch Chunk, March Chunk.
8:30 a.m. for Flemington, Easton, Bethichem, Allentown, March Chunk, Wilkesbarre, Scranton, Reading, Harrisburg, Pettsville, Tamaqua, Shamokin, Sunbury, Lewisburg, Williamsport.
1:00 p. m. for Easton, Bethichem, Allentown, Mauch Chunk, Wilkesbarre, Scranton, Reading, Harrisburg, etc.
8:36 / Marsburg, Scranton, Harrisburg, etc.
8:36 / Marsburg, Scranton, Tamaqua, Shamokin, distriburg, Scranton, Tamaqua, Shamokin, Sunbury, Lewisburg, Scranton, Tamaqua, Shamokin, Scranton, March Chunk, Wilkesbarre, Scranton, Tamaqua, Shamokin, 4:30 p. m. for Easton, Bethichem, Allentown, Mauch Chunk, Wilkesbarre, Scranton, Tamaqua, Shamokin, 6:36 p.m. for Faston, Bethichem, Allentown, Manch, 6:36, p.m., for Red Back, Long Branch (Asbury Park, Ocean Grove, except Sunday), Pelnt Pleasant, 4:30, 8:15 a. m., 1:00, 4:00, 4:30, 6:10 p. m. for Perth Amber, Fork Lakewood at 4:30, 8:16 a. m., 1:00, 2:30, 4:30-p. m. Parlor cars at 2:30 and 4:30.

FOR ATLANTIC CITY.

FOR ATLANTIC CITY. a. m., 1 p. m. (2:30 p. m. Through Express, arlor cars.) SHORTEST AND QUICKEST ROUTE FOR PHILADELPHIA, BALTIMORE AND

WASHINGTON. BOUND BROOK ROUTE. BOUND BROOK ROUTE.

Via Central R. R. of New-Jersey, Philaselphia and ReadFing R. R., and Baltimere and Ohio R. R., leave foot of
'Adherty-sis, N. R.

For Philadelphia, at 4:00, 7:45, 8:30, 9:30, 11:00 a. m.,
1:30, 2:30, 3:15, 4:00, 4:35, 5:30, 7:50, 12:00 p. m.

SUNDAYS, 8:20, 9:30 a. m., 1:30, 2:30, 4:45, 6:30,
12:00 p. m.

For Baltimore and Washington, daily, at 8:20, 4:45, 6:30,

Expans Sundays, and Sundays, at 8:20, 4:45, 6:30,

Expans Sundays, and Sundays, at 8:20, 4:45, 6:30,

Expans Sundays, and Sundays, and Sundays, at 8:20, 4:45, 6:30,

Expans Sundays, and Su 13:00 p. m. 1:30, 9:30 a. m., 1:30, 2:30, 4:45, 6:30, 13:30 p. m. 1:30, 2:30, 4:45, 6:30, 2:30 p. m. 1:30, 2:30, 4:45, 6:30, 2:30 p. m. 1:30, 2:30, 4:45, 13:30 p. m. 1:30, 1:30 p. m. 1:30 p. m. 1:30 p. 1:30 p

BONDS IN GREAT DEMAND. TO CUT OFF FROM ATCHISON.

A REDUCTION IN THE TREASURY BALANCE AVAILABLE FOR THE PAYMENT OF ORDINARY DEBTS.

Sunday, April 14-p. m. The United States Treasurer last week received from customs \$3,927,514 and from internal revenue \$2,431,727; total from both sources, \$6,359,-241, against \$6,754,839 in the preceding week. The Treasurer's loss of cash from vaults amounted to \$3,693,701, while the deposits in National banks were increased by \$281,754, making the net loss in cash \$3,411,347. The principal changes in the Treasury vaults were made by an issue of \$4,287,100 gold certificates, a loss of \$495,870 in. legal-tender notes less a contraction of \$320,000 in outstanding certificates, and a gain of \$1,337,-070 silver coin and bullion, in spite of a decrease of \$1,041,282 in outstanding silver certificates. The liability for the redemption of surrendered bank notes was reduced by only \$1,536, so than the reduction in the net balance available for the payment of ordinary debts was \$3,410,411.

Subjoined are the results of yesterday's statement com-pared with those of the statement of April 6: April 6, 1889. April 13, 1889. Differences.

less certificates and \$100,000.** \$97,167,148 \$92,882,288 Dec. \$4,284,800 000 reserve.... \$97,167,148 \$92,882,288 Dec. \$4,284,800 U. S. notes less \$23,289,636 \$28,763,766 Dec. \$175,870 Nat. bank notes. \$2,724,476 \$1,195,717 Inc. \$471,241 Silver dollars and bullion less \$62,483,976 \$26,749,764 Inc. \$295,788

28,453,976 28,749,764 Inc. tincates Cash in Treas'y.\$150,285,286 \$146,591,535 Dec. \$3,693,701 posits in Na-tional banks.. 42,469,987 42,751,741 Inc. 281,754 Total balance. \$192,755,223 \$189,343,276 Dec. \$3,411,047

educt for funds
held to redectn
Nut. b'k nôtes,
including the 5
per cont Rund. 90,482,378 90,480,842 Dec.

By the operation of the New-York Sub-Treasury in the week ended last night, which included the payment of \$5,045,935 for purchased bonds, the associated banks gained \$5,004,616. The statement for the last week reports an increase of \$5,481,700 cash, which indicates a return movement of money from the interior. As the disbursements by the Treasury counted in the statement of averages for little more than \$2,000,600, this movement must have been much larger than was known or expected. The statement was made up, moreover, on rising averages and the actual condition of the banks is much better than the The continued contraction of loans shows. is a step in the right direction. The changes resulted in a gain of \$4,655,975 to the surplus

resulted in a gain of \$4,655,975 to the surplus reserve, which is now \$6,065,550, against \$10,870,425 a year ago, and \$4,488,650 in the same week in 1887.

The changes in the corresponding week last year were as follows: Loans decrased, \$1,062,600; cash increased, \$2,964,300; deposits, \$2,859,000, and surplus reserve, \$2,249,550, land 1887 the changes were: Loans decrased, \$2,355,200; cash increased, \$207,700; deposits decreased, \$661,500, and surplus reserve increased, \$373,075.

The changes in the week in 1884 were: Loans The changes in the week in 1884 were: Loans increased, \$820,500: cash decreased, \$491,700; deposits increased, \$383,000 and surplus reserve decreased, \$587,450.

The statement compares with those of corresponding

serve and the total deposits at the respective dates:

Total reserve... \$89,704,500 \$104,478,100 \$114,601,500 against deposits. 86.088,075 98.607,675 108,535,950 #3,616,425 #10,870,425 #6,065,550

Banks.

The following is Saturday's statement in detail:

St Nicholas
Shoe & Leather
Shoe & Leather
Corn Exchange.
Constinental.
Oriental.
Imp & Traders'
Kat Park
North Hiver
East Hiver
Fourth Nat.
Second Nat.
Second Nat.
Second Nat.
Third Nat.
First Nat.
Third Nat.
NY Nat Exch.
Bowery Nat. | Inp & Traders | 23,025,800 | 4,851,200 | 1,955,200 | 24,588,200 | Nat Park | 21,477,500 | 4,96,600 | 1,565,700 | 24,886,100 | North River | 2,055,500 | 140,700 | 143,900 | 2,277,000 | 140,700 | 143,900 | 2,277,000 | 140,700 | 143,900 | 2,277,000 | 140,700 | 143,900 | 1,279,000 | 1,928,000 | 1,938,000 | 10,40,000 | 1,928,000 | 1,938,000 | 10,40,000 | 1,928,000 | 1,938,000 | 10,40,000 | 1,928,000 | 1,938,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 | 1,948,000 |

The bank exchanges at the New-York Clearing House

CAILROAD EARNINGS. The Tribune has reported gross earnings for the first week in April of forty-four railroad companies or systems. Of this number thirty-five companies show an increase, compared with the same week last year, of \$351,668, or 12.84 per cent, and nine companies a decrease of \$52,760, which is 13.48 per cent. The whole number gives an aggregate gain of \$298,908, or 9.55 per cent. The following table divides the aggregates and the differences of the companies showing gains and losses:

1st week in April - 1889.

35 companies ...\$2,785,763 \$3,090,450 Inc. \$351,968 12.84 9 companies ...\$2,785,763 \$3,090,450 Inc. \$351,968 12.84 4 companies ...\$3130,065 \$3,425,978 Inc. \$298,908 \$.55 THE WEEK IN WALL STREET.

THE WEEK IN WALL STREET.

last week, on one side by the generous bond purchases of the Treasury, and, on the other hand, by a fresh deeline in the price of Atchison and Missouri Pacific. Elements of minor importance were the Government report on the condition of winter wheat and favorable rumors about the sowing and acreage of spring wheat; the demand for railroad mortgage bonds, stimulated by the improved condition of the principal transportation lines, and partly by the success of the last City loan, and plain signs of renewed interest in American securities on the part of European capital. The advocates of lower prices were forced to rely on fears of monetary disturbance, which were entertained only by themselves; on rumors of rate differences between the Granger roads and of others in the extreme Northwest, and on the unsatisfactory state of affairs in the Southwest, indicated by the persistent weakness of the two most important systems in that territory. It is surprising that not only the speculative but the investment market should be affected seriously by a decline in Atchison stock, after a fall within two years from about 119 to 40. It would seem to be immaterial whether the necessary readjustment of the company's obligations should be accomplished with the aid of the courts or by mutual agreement among the holders of its securities.

The course of prices in the week holds out a

by mutual agreement among the holders of its securities.

The course of prices in the week holds out a promise indeed that the general market will soop separate itself from the unfortunate Southwestern shares. While Atchinon was the most active stock, and while it suffered a final loss of 3 3.8 per cent, the next stocks in point of activity made substantial gains, Reading advancing 1 1-2 and St. Paul nearly 2 per cent. Of stocks that were less actively dealt in, Lake Shore and Louisville and Nashville closed each 1 1-4 per cent higher, and Lackawanna and Burlington and Quincy fell just short of gaining 1 per cent. The advances in the leading specialties were much larger, and in the so-called industrial stocks Sugar Refineries were conspicuous by an extraordinary rise of nearly 15 per cent. Still more important evidence that the Southwestern shares will soon be stripped of their power in directing the course of the market was the activity in the railroad bond market. The supply of good bonds seemed to be unequal to the demand which came from investors, both at home and abroad. The recorded transactions at the Stock Exchange exceeded \$9,000,000, and while no large private transactions were reported it is known that the purchases over the counters of dealers amply justify the activity and strength in the open market.

Confidence in railroad secutities has not been

Confidence in railroad securities has not been shaken by unhappy results in a few isolated cases. Speculators, as well as investors, are inclined to exercise a wise discrimination in stocks and bonds, but the companies that are honestly and efficiently managed certainly cannot be hurt by this prudence and the speculation will be vastly improved. Subjoined is our usual table, giving the number of shares sold of all stocks, the highest, lowest, and final prices of the week, together with the final prices of a week ago, prefixed by the average prices of April 7, 1888: Confidence in railroad secutities has not been

WEEKLY NAMES

	W	ERKLY				
g stocks.	April 14. 1888.	High-	Low-	Final	Final Apr 9 6 1839.	Total
Albany & Sus.	84	166	165	165	165	246,480 710
RANY AL pref.	974	1024	102	102 5 48	**	100
Char Col & Aug. Canada Southern. Canada Pacific Cedar Falls.	48°	53%	7 102 46 524 50%	51 9	5014	2,425 910 100
Cenada Pacino Cedar Falls Cen Iowa Cent Ia 1 pr now.	11/2/5	2712	26	271 ₉ 951 ₄	201s 96%	290 6,525
Central Pacific Ches & Ohio new	204	30 1	164	35		11,518 6,977
Cent Iowa Cent Ia I pr now. Central of NJ Central Padine. Ches & Ohio now Ches & O 2d pr. Che & E III Che & E III pr. Che & Alton.	41-9 9034 137-2		31 'a		32 437 95% 129	1,600
Chic & Northw't.	107	10649	130 105 % 137 %		129 105%	2,918 139 81,381
Chie & NW pret.	70%	139 68% 106%	104	65%	105% 138% 63% 104%	174,535 { 11,444
chie M & St F ut do ex-div. Ch St L & P prf. C St P M & O. C St P M & O pr. Chie Burk& Q. Chie Bl & Pac. C I St L & Chie.	31 36	1054 364 34	103 h 36 32 h	36 5 33 5	17m	800
Cat P M & Q pr.	105 1181 _e	94	93 92% 90%	95	94 14 94 14 92 %	2,455 2,200 54,909 35,983
Cin Wash & B		109	108	109	109 4	1,699
C C C & Ind	47	70 24		2134	70%	3,315 58,990
Del Lack & West Del & Hulson Denv & Rio Gr	1074 184	70 24 1375 1345 164	136 133 161	13714 1344 1619	135 % 133 % 16 %	1,105 410
Donwar & RO pr.	49	4474	4.05 % 3	441	443.1	700 475 11,034
Denv & RG W. D T & FtW ctts. ETenn V & Ga. E Tenn lst prof	10 \$8%	23-4	69	89	919	350
E Tenn let pref. ETenn 2d pref. Green Bar. Honst & Texas.	20 4 10	7. 1	21 63, 849	22 7 84	2134 7 84	500 300 700
Ill Central Lake E & West. LE & W prof Lake Shore	119 h 13 h 44 h 88 h 90 h	112 5	110% 17% 56%	182.	1115 175 57	5,065 10,035 50,890
Lake Shore Long Island	88% 90%			58 4 103 % 64 4	1021 ₉ 941 ₄ 631 ₉	50,890 362 58,718
Louis & Nash Manhattan Cou Mar H & O pref.	85%	04% 64% 100% 89%	98% 98% 99%	89 19	892	5,520 10 4,900
Michigan Cen	771	RHIA	8714	88 4	87 824	100
M LS & W M LS & W pref. Mo Kan & Tol. Missouri Pacific.	87 282	110	125	110 1219 70%	100% 12% 71%	1,236 3,065 49,285
Morris & Essex	140	150-4 93	150 2	1604	150	990
Nash Ch & BfL. Now York Cent. NY C& St L. NY C& St L.	1304	108 1874 71	17%	108	175	3.400 1,638 635
		29.5	41 5	41% 28% 00%	3914	110 110 8,665 1,750 43,863
NY C & SIL 2d pr NY LE & W NY LE & W Dri. NY A NE. NY NH & H NY IACK & W NY ONI & W	94 E	00 % 43% 245 112% 17%	245	4.4	44	
NY Lack & W NY Ont & W NY Susq & W	16 16 81 ₉	175	245 119 164	174	111 16°a	1,790 350
NYSA W pref	284	32% 10 52%	31 16 50	32% 16	802	3,080
do ex-div	21%	50 % 36 % 62 %	80 % 25 % 80 %	50 % 26 % 61 %	24%	2,275
N V & Nor pref.	45 kg	215	20	21 2	20	30,911 929 120
Ohio & Minsthorn	1034	45	21 % 12 44 %	12	12 12 46	4,125 100 1,400
Oregon Imp Oregon Imp pr. Oregon R & N. Oregon Trans	894 194	94 % 97 33 %	323	32*	33.4	510 793 17,965
Oregon S L. Om & StI. prf. Pro Dec & Ev	184	51% 15 24	18	47.4	02-4	2,300 19 200
Phila & Reading P Fi W & Chic Pullman Car Co	58 154 189%	4.834	237 ₈ 432 ₉ 1484 ₉ 1804 ₉		44% 148 182	226,880 225 2,001
Pitts & West pref		18 36% 180		18 36 181	35 1801a	2,500
Rens & Sar Rich & West Pt Rich & West Pt Rome, W & Og St L. & San Fran. St L, & San F pref St L&SP prf St Pan & Duluth	931 ₉	26%	25%	20%	H04	18,996 - 2,725 - 235 125
Rome, W & Og St L & San Fran.	825 875 665	100 kg 9 kg 24 kg 60 kg	99 % 8 % 22 % 55 %	19 Jan	100 % 8 % 22 % 57 %	1.055
St L&SP pri St L&SP pri St Paul & Duluth	108%	112		112	34 41	14,720 + 45 357
St Paul & Duluth Et P & Dul prof. St P Min & Man. South Carolina Bouth Pacific Texas Pacific.	47 98 1025 65		95%	88	993	2,217 100
South Pacific Texas Pacific	231	23	21 %	40		4,795
Tol A Ar & N M. Union Pacific Wabash	62%	62%	60		13	900 65.343 1,230 1,210
Wabash pref	23	67% 854	844	85 5	28% 66% 85%	43,562
Adams Express	74 187 5 108 724 701	113	160	113	113	222 1 178
American Cable	701.	9534 88 4919 3714	83 7 84 4 48 7 86 7	86 485 865	84 84 % 48 % 37 % 84 %	292 1,178 1,716 18,540 3,160 14,971
Consolidated Gas. Philadelphia Co.	714	80	80	88 78	847s 7974	3 3 3 0 0
De ex-div Cameron Cost Col Cost & Don New Central Cost	3312	78 33 28 %	78 32 5 26	274	327a 28 4	2,400 4,550
New Central Coat Tenn Coal & Iron Tenn Coal prof	27	3812	98 98	3734 100	3734 109 9	8,365 200
Homestake Ontario Mining		35 73	8 34 1/2 624	34 %	34	1,320 110 1,400
Equit Gas	3619	39 115 9 65	39 115 1 ₉ 65	39 1155 65	:	800 80 100
Con Electric Manhattan Bh Total shares seld	7%	71e	74	812	: 1	1,506,625

The following were Saturday's quotations for un-

The same of the sa	Bld.	Asked.		Bid.	Asked.
Third National.	114	****	Newb'g D'tchess	***	no.
Bos Hart & Erie	The same of	700	& Conn inc bds	17	20
new stock	10		Nor Pac BR Co		
Brooklyn Elestk	3612	39	(Modiv) 1st		
California Pac	****	10	mtge Sper c'rit	103	****
Thic & Atlantic	2000	100.40	Ohio Ind & W	1000000	
Trust Hecelpts	632	719	lat Accru Int		
Dul Bo Shere &		100	Certs	61	64
Atlautic	. 5	7	Do 2d	***	40
Do pref	15	20	Scioto Val 1st 7s	981	
E Tent Vir &			StPE &GrT la		
	10	L	6a guar by M L		
Geo old com ak	17	1,1	S&W	101	
Do pref		3	Utah Cept lat da	98	1014
Flor Rail & Navi		1.	Tink & Med lat	0.0	201.4
Co	****	4		103%	106
Do pref	*1774	- 2	mtge 6a		
leo Pacific	13%	14 1/2	Do 2d mtge	38	42
Kanawha & Ohlo			Do 3d income	- 4	. 4
Do 1st Prof	4	6	West N Carolina		
Do 2d pref	2	312	Consol ds 1914	84	****
Mexican Nat	25	2713	Vir State " Rid-	PQ01	
Mich & Ohio		1	dleberger" bda	64	66
V J Southern	S.	3,	Mobile City Com		
NY Penn & O	100		promise bds	80	81
	1.		Rahway City Ad-		
Do pref	9		justment 4s	75	80
		****	Amer Bank Not	10	00
Newport New &	1219	14		39	41
Miss Val Co	12.4		Co		- 47
otio Central		. "	Amer Cotton Oil		571
Pena & Atlantic	2	4	Trust Certifie't	57%	574
St L & Chicago	****	4	Continental Cons		
De pref	****	25	& Imp Co Trat	1240477	100
Vicka & Mer	-8	14	stock	33	40
Do pref	14	34	Jar's Conku mtg		
Wis Central	16	****	Trust Co Den		
Do pref	33	1000	6a 1896	98	
Atch & Pike's	-		Do 1897	98	1
Peakglat 6s	100	10000	De1898	98	103
At & Charlotte	200	****	Keely Motor Co	64	
				0.4	****
Air Line lat 7s	100		Lehigh & Wilke		30
1907	122	****	Coal Co stock	****	30
CIR VAR W &			Mt Desert & E		0.00
Mich Cent Div		00	S Land Co \$5	****	2 00
181	50	93	NY Loan & Im		
Geo Pac let Mor		1442	Stock	50	****
6a	1104	111	New-Orleans P'a	20	1000
Do con 5s	7734	772	Land Grant bd	18	20
Do income 5a	24 %	25	North River Con		
Lo N A & Chie		- 275	Co Scrip	14	Ly
lat 6a C &I div	105		National Lead	60.8	1700
N Y & Green La			Trust	214	21%
1st mort	30		Postal Tel-Cable		
Do 2d mort.	5	****	Stock	32	35
		****	Sugar Refin Co.,	961	964
(Pen d'Or div)			ICha Wat Chan Co.	10.0	00.3
			The Nat Tran Co	904	904
1st Mtge 6 per	-		Pipe Line Cert	10.4	20.4
cent	AUE		The Brunswick		
	-	****	Company	214	22

CLOSING PRICES OF BOSTON STORES. Boston, April 18, 1889 Yesterday-To-day. RAILROAD EARNINGS. CHICAGO AND EASTERN ILLINOIS.

Number of miles...... 402 402
First week in April... \$40,659 \$40,732
Jan. 1 to April 7....... 593,353 094,693
CHICAGO AND WESTERN MICHIGAN. Number of miles.... 281 281 First week in April... 838,562 838,355 842. Jan. 1 to April 7.... 677,845 550,337 543. COLUMBUS, HOCKING VALLET AND TOLEDO. Number of miles.... 324
First week in April.. 556,603
Jan. 1 to April 7..... 724,839 825 847,879 631,378 IOWA CENTRAL First week in April 825,983 Jan. 1 to April 7..... 817,309 KANAWHA AND OHIO. NORTHERN PACIFIC. OHIO AND MISSISSIPPL First week in April. \$7.520 \$16,039 Jan. 1 to April 7..... 112,288 229,331 DENVER AND RIO GRANDE WESTERN. Net earnings for two menths \$39,849 \$28,903 \$72,158

FINANCIAL MARKETS.

FINANCIAL MARKETS.

LONDOS, April 13.—4 p. m.—Atlantic and Great Western second mortgage trustee? certificates 5.4; Caeadian Facific, 5.17; Erie, 29; do. second consols, 10.7%; Mexican Ordinary, 46.9; St. Paul Common, 6.7%; Reading, 23.3; Mexican Central Brat mortgage bonds, 73.5, Mexican Second Central Brat mortgage bonds, 73.5, Mexican Central Brat mortgage bonds, 73.5, Mexican Central Brat mortgage bonds, 73.5, Mexican Central St. 19.5, Per cant.

Paris advices quote 3 per cent rentes at 86 francs 50 centimes for the account, and exchange on London at 25 france 26.5, centimes for chocks.

Spanish 4s. 75.3,

The rate of discount in the open market for short and three months' bills is 13.60.1 aper cent.

Bar silver is quoted at 42 ad per cent.

The amount of builting gone trate the Bank of England on balance to-day is 2.200,000.

THE PETROLEUM MARKET.

NEWS FROM THE FIELD AND RANGE OF PRICES. Speculation in crude oil continues dormant, while the petroleum situation presents no new phases. The March report of the Government Bureau of Statistics, published potroleum situation presents no new phases. The March report of the Government Bureau of Statistics, published last week, showed an increase in the exports of oil over the same month has year of 1,581,794 gallens, although a slight decrease (\$168,482) in value was recorded. The calendar year is so far abrad of 1838 for the same period, the gain in exports for the first three months being 15,237,403 gallens and the value increasing \$758,541. Exporters say that the European trade, which a year ago was buying liberally of the Russian article, has returned to the American goods, and the conclusion must be accepted that the quality of the foreign competitor has disappointed the consumer abroad. The larger shipments of petroleum this year must have passed into the interior for consumption, for the visible supply at the eight principal North European ports on March 22 was only slightly in excess of the corresponding week of 1838, as will be seen in the appended table:

1888. 1880. Changes. Stock on hand. 214,000 253,000 10

1888.
Stock on hand. 214,000
Affoat. 308,000
Loading. 150,000

March; 44.509 barrels in April, 1888; 66,035 barrels in April, 1887; 06.336 barrels in 1886, and 60,200 barrels in 1886. The daily average of the deliveries has been 72,796 barrels, against 73,036 barrels in March; 84.713 barrels in April, 1889; 64,881 barrels in 1887; 69,913 barrels in April, 1888; 64,881 barrels in 1887; 69,913 barrels in 1886, and 61,426 barrels in 1885. The incomplate figures from April 1 to 11 were as follows:

Runs. Deliveries, deliveries, Charters.
Total bbis. 509,902 800,703 290,851 344,241
Av. pr. day 40,355 72,790 20,441 31,295
Few words of comment need be wasted upon last week's dealings in National Transit certificates. Prices did not fluctuate beyond the limit of one cent and were practically fueduate beyond the limit of one can and weeks. While evidently in hope that some sensational field news will provoke long selling and so relieve their position, the bear party are conscious that stocks are declining faster than the output is increasing, and so they are unprepared for aught but feints against the holders of certificates. The bulk of certificates must of necessity be lodged in the ownership or the custody of the leading refining interest, and that fact leaves the market bereft of bull leadership. and that face leaves the market bereft of bull leadership. Without benefiting speculation the cancellation of certificates by consumption is drawing the lines closer about the short interest, which is still forced to pay the terms desharded by lenders on the floor of the Exchange. The market ruled throughout almost stagnant and featureless, and se closed.

The range of prices and the total dealings in National Transit cartificates at the Consolidated Stock and Petroleum Exchange for the last three weeks were as follows:

Week ended— March 30, April 6, April 18, Opening ... 91 14 90 90 1.2

Popening ... 92 91 3.4 99 1.2

Lawant ... 89 3.4 89 3.4 89 1.2

Final ... 90 5.8 90 1.2 90 1.8

Final ... 90 5.8 90 1.2 90 1.8

Sales, barrels. 2.205,000 1.588,000 1,354,000

Sales, St. Ex. 1,437,000 1,467,000 888,000

2,240,000 Total bbls.. 3,732,000 3,055,000

Refined oil was moderately active and firm, but unhanged at 7 cents per gailon in New-York, and 6.90 cents i Philadelphia and Baltimore.

Railroads.

BALTIMORE AND OHIO RAILROAD. VIA PHILADELPHIA, TO BALTIMORE, WASHINGTON. CINCINNATI, ST. LOUIS AND CHICAGO.

PULLMAN CAR SERVICE ON ALL TRAINS.

Leave New-York, foot of Liberty-st., as follows: For Chicago, 2:30 p. m.; 12:00 midnight. For Cincinnatt and St. Louis. 8:80 a. m., 4:45 p. m. For Washington, Baltimere, Wilmington and Chester, 8:30 a. m., 11:00 a. m., 1:30 p. m. 2:30 p. m., 4:45 p. m.

All trains (except 11:00 s. m.) run daily. For tickets and Pullman car space call at B. and O. Ticket Offices, 21, 261, 415 and 1,140 Broadway, or at New-York Transfer Company will call for and check grage from hotel or residence.

W. M. CLEMENTS. CHAS. O. SOULL.

NEW LINE TO 37 184 16 CENTRAL R. R. OF NEW-JERSEY, PHILADELPHIA AND READING RAILROAD 34 BALTIMORE AND OHIO RAILROAD. PULLMAN CAR SERVICE ON ALL TRAINS.

SCHEDULE IN EFFECT MARCH 10. Trains leave station Central Railroad of New-Jerson, bt Liberty-st., N. R. foot Liberty-st., N. R.

For Washington, Baltimore, Wilmington and Chester, 8:30 a. m., 11 a. m.; 1:30, 2:30, 4:45 p. m., 12 might.

SUNDAYS, 8:30 a. m.; 1:30, 2:30, 4:45 p. m.; 12 night.

For Philadelphia at 4:00, 7:45, 8:30, 8:30, 11:00 a. m.s.

1:30, 2:30, 3:15, 4:00, 4:45, 5:30, 7:30, 12:00 p. m.

SUNDAYS, 8:30, 9:30 a. m., 1:30, 2:30, 4:45, 6:30, 12:00 p. m.

Bailroans.

WASHINGTON AND BALITIMORE.

SOLID TRAINS-NO TRANSFERS.

NO EXTRA FARE FOR FAST TIME.

MIV

12:00 p. m.
Tickets and Parlor Car seats can be procured at 21, 71, 261, 415, 944, 1,140, 1,323 Broadway, 737 6th ave., 266
West 126th-st., 132 East 125th-st., New-York: 4 Gourset., S60 Fulton-st., 98 Broadway, Brooklyn.
New-York Transfer Company will call for and chest

NORTHERN RAILROAD OF NEW-JERSEY.

—Trains leave Chambers at Station week days for
Englewood, Tenady, Closec, Sparkill and Nyack 5:30, vi 8:20, "10 and 11:30 to see; Sparkill and Nyack 5:30, vi 6:10, vi 40, 8, 10:30 p. m., 12 midnight, Sundays, 7, vi 30 s. m.; 4, 7:45 p. m.

Additional trains to Creaskill and way, 5:40 s. m. and Additional trains to Creaskill and way, 5-40 a. a. 2:20 p. m. For Nanuet, Spring Valley, Monsey and Tallmana

LEHIGH VALLEY RAILROAD.

FAST PITTSFIELD AND NORTH ADAMS SPECIAL, with elegant Wagner Drawing Room cars, leaves Grand Central Station, via Harlem Division, daily except Sunday at 3:25 p. m. Fast time. Superior service.

DENNSYLVANIA RAILROAD.

PENNSYLVANIA RAIL.ROAD.

On and after JANUARY 23, 180-,
REAT TRUNK LINE

AND UNITED STATES MAIL REUTE.

Trains leave New-York, via Deabrosses and Cordsmit

Streets Furies, as follows:
Harrisburg, Pittaburg, and the West, with Pulmon Palsoc
Cara attached, 9:00 a. m., 6:30 (Dining Car) and 3
D. m. and S. New-York and Chicago Limited of Parlor,
D. m. avery day.

Williamsport, Lock Haven, 9:00 a. m., 8 p. m.; Corry and
Eric at S. D. m., connecting at Cerry for Titusville
and the Oil Regions.

For Lebanon, 9:00 a. m., 3:20 p. m., and 12:15 night.

For Norristown, Phoenixville, Pottskown, and Reading,
11:00 a. m., 1:00, 2:00, and 4:30 p. m. Sundays,
6:15 and 10:00 a. m., arrive Washington
Baltimore, Washington and the South, "Limited Washington Express" of Pullman Parlor Cars daily, except
Sunday, 10 a. m., arrive Washington 4:00 p. m.; and
daily, with Dining Car, at 3:40 p. m., arrive Washington 9:12 p. m.; regular at 6:20, 8:00 and 8:30 a. m.,
1:00, 2:00, 4:30 and 9:00 p. m., and 12:15 night.

Sunday, 6:15 and 9:00 a. m., 4:30 and 9:00 p. m., and
12:10 night.

FOR ATLANTIC CITY.

12:20 p. m. (through Parlor Car), 1 and 2 p. m. work
days. For Cape May, 1 p. m. work days.

Long Branch, Bay Head Junction, and intermediate sta10:00 and 5:00 p. m. and and state
10:00 and 5 p. m. On Sundays, 9:45 a. m. and
2:20 and 5 p. m. On Sundays, 9:45 a. m. and
2:20 and 5 p. m. On Sundays, 9:45 a. m. and
2:20 and 5 p. m. On Sundays, 9:45 a. m. and
3:20 and 5:00 p. m. week days.

Boats of "Brooklyn Annex" connect with all through
trains at Jersey City, affording a speedy and disset
transfer for Brooklyn Annex" connect with all through
trains at Jersey City, affording a speedy and disset
transfer for Brooklyn Annex" connect with all through
trains at Jersey City, affording a speedy and disset
transfer for Brooklyn Annex" connect with all through
trains at Jersey City, affording a speedy and disset
transfer for Brooklyn Canner.

Express trains leave New York via Desirosses and Cortland Streets Forrles, as follows:

6:20, 7:20, 8, 9

